



Front row, left to right, Mrs. Sam (Dorothy) Langhus, Mrs. Harold (Janet) Sorenson, Mrs. Loyd (Ruth) Sondreson, Mrs. William (Sereta) Taylor, and Mrs. Leonard (Ethel) Sorenson; back row, left to right, Sam Langhus, James Hanson, Loyd Sondreson, John H. Hebbelman, Sr., and William Taylor.



## DIVISION OF AERONAUTICS

Vol. 24 — No. 7

October, 1973

### FLYING FARMERS CONVENTION

By BILL HUNT

If the Flying Farmers convention at the Sherman Motor Hotel in Wolf Point, Montana, on October 5 and 6 is any indication of the enthusiasm of general aviation people, we still have a good solid, sound voice in aviation matters. Virgil and Kay Compton, President and Secretary of the Montana Flying Farmers, and the flying farmers of northeastern Montana are to be congratulated for an outstanding event that was topped off by a banquet, crowning of the Queen, and a dance attended by over 100 people.

Gene Swanson, President of the Wolf Point Hangar of the Montana Pilots Association, and his crew co-operated to make the weather great and the hospitality unequalled. Chris Kolstad and his lovely wife were on hand to greet the people with first-class service and a smile.

There were attendees from as far away as New York in the person of last year's President of International Flying Farmers, Asa Culver and his wife Shirley; from Illinois, this year's President Ernest Thorn and his wife Mary Ellen; from Clinton, Missouri, Treasurer Darrell Dehn and his wife

Donley ;from New Mexico, the new Duchess of International Flying Farmers, Jody Lockmiller, and many Canadian members from the provinces of Saskatchewan, Manitoba, Alberta and Ontario. Other IFF officers attending were Vice President Walter L. Thompson of Pierre, South Dakota; Secretary Allan Murphy, Alliston, Ontario, and District Director Paul Madge of Milk River, Alberta. Their wives were also in attendance.

Bill Hunt, Administrator of Aeronautics, was the principal speaker for the evening, giving a short talk on aviation activities in Montana.

New officers elected by the Montana Chapter were: President, James Hanson, Melville; Vice President, Janet (Mrs. Arnold) Sorenson, Kremlin; Secretary-Treasurer, Sereta Taylor, Great Falls; Queen, Ruth Sondreson, Polebridge; Newsletter Editors, Dorothy Langhus, Big Timber, and Ethel Sorenson, Bozeman. It is interesting to note that Janet Sorenson is the first female vice president ever elected by the Montana Flying Farmers.

PLEASE NOTE — Believed lost at Wolf Point, a gold FAA Safety Pin with a small diamond, initials WH on the back. If found, please call or write Bill Hunt at the Division of Aeronautics, P. O. Box 1698, Helena, Montana 59601 (449-2506).

### AIRPORT DIRECTORY REVISIONS

Revisions are being prepared for the Montana Airport Directory. It is anticipated that the directory will be completed and ready to be sent to the printers November 5, 1973. If you have any revisions or additions, it is imperative that you phone the Aeronautics Division immediately at 449-2506 in Helena. Ask for Vernon Moody and he will try to incorporate your information.

Because of curtailment of funds, a new Montana Aeronautical Chart will not be printed until 1975.

### WATCH THOSE EMERGENCY LOCATOR TRANSMITTERS

According to the FAA, the inadvertent arming and tripping of emergency locator transmitters persists—even to silly extremes. Two recent examples: (1) An ELT signal was detected—and eventually tracked down—in the home of an aircraft owner, who always carted it there after a flight to avoid a theft, and (2) another ELT signal was flushed out in an air freight package, which had been shipped from a parts house in the armed configuration, according to information in the September Flight Magazine.



**DEPARTMENT OF  
INTERGOVERNMENTAL  
RELATIONS**

**Thomas L. Judge, Governor**  
**Frank McChesney, Director**  
**Martin T. Mangan, Deputy Director**  
**Official Monthly Publication**  
**of the**

**DIVISION OF AERONAUTICS**

**City/County Airport**

**Phone 449-2506**

**Box 1698**

**Helena, Montana 59601**

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**Worthie M. Rauscher,**  
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**Edited by: Bernice M. Peacock**



**FEDERAL AVIATION  
ADMINISTRATION  
ITINERARY LISTINGS**

	<b>Nov.</b>	<b>Dec.</b>
<b>Airport</b>		
Bozeman	19	19
Culbertson	5	5
Glasgow	7	7
Glendive	29	29
Great Falls	7	5
Kalispell	28	28
Lewistown	19	19
Miles City	28	28
Missoula	14	12
Sidney	6	6

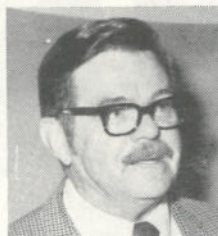
**NOTE:** Provisions have been made to give private and commercial written examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

**Bozeman** Livingston  
**Butte** Lewistown  
**Cut Bank** Miles City  
**Great Falls** Missoula

\* \* \* \* \*

There are few, if any, jobs in which ability alone is sufficient. Needed also are loyalty, sincerity, enthusiasm, and cooperation.

*Administrator's  
Column*



One of the good parts of this job is being able to meet and discuss highlights and problems of aviation with all those interested in any phase of flying. The latest pleasant experience was attending the Montana Flying Farmers Convention in Wolf Point hosted by the Montana Pilots Association Hangar of Wolf Point and the Flying Farmers of Montana. I was amazed at the distances people traveled to attend this convention, even if it was by airplane.

One of the questions asked of me while attending the meeting was whether or not the airport at Sweetgrass would be paved and improved. I answered in part by saying that anything the State of Montana could do to airports at present would await the results of the Montana Statewide Airport Development Plan so that we would have an idea of how the airports we were concerned with would fit into the overall program.

In addition to the MSADP information, I discovered that the Sweetgrass Airport lies within a "no man's land." The border between the United States and Canada is approximately 60 feet wide and the airport lies within this area and has no sponsor. Already the Canadian government has refused to be the sponsor and so has the United States and the State of Montana. A crosswind runway running north and south was once proposed but has not been acted upon.

We here at the Aeronautics Division share the concern of our Canadian pilots as well as the American pilots about the need for decent border airports and reasonable customs office hours without exorbitant

fees, but for now Sweetgrass will remain in its present status. We will continue to cut the grass and do some of the housekeeping chores as our share of the maintenance program that we have in common with the Flying Farmers.

On the \*19th of September I attended a most informative meeting in Kalispell. The Kalispell Hangar of the MPA had its regular meeting with speaker Ted Parod who so far as it is known is the only licensed balloonist in Montana. His interesting talk included the operation of the balloon, what it will do, and will not do and some of the episodes he has experienced as a balloonist. This large gas-filled bag is a familiar sight in the Flathead Valley but has been known to travel elsewhere in the state although it travels generally in an easterly direction.

Other matters discussed at the meeting included work on Meadow Creek Airport. The pilots at the meeting agreed that they would have to do some of the work there and were willing to do it. President John asked me what the attitude of the Aeronautics Division was toward Meadow Creek and I told him that the Division would not assume any responsibility for Meadow Creek until a use permit from the Forest Service and liability insurance covering the airport were obtained. I said that under the new Constitution the State no longer had sovereign immunity and was in the same position as any individual or corporation from the standpoint of lawsuits, and insurance was absolutely necessary. I advised the group present that they should wait until the Aeronautics Division had acquired a use permit and insurance to cover all who agreed to work there, including the Montana Pilots Association and its member hangars.

We still are in need of a photographer. The pictures I took in Kalispell were not of good enough quality to publish. I was accused of not having film in the camera at the meeting, but I did, it was just that the film didn't seem to be any good.



## NAV AIDS

By David C. Kneedler, Chief,  
Nav Aids Bureau



**293 kHz-CRD**—these are the frequency and station identification of the Aeronautics Division's latest addition to its H-Marker network. The Conrad H-Marker which became a project approximately a year and a half ago was placed into operation on Monday 1 October 1973. A public-use instrument approach is planned for this facility and its location approximately three statute miles northwest of runway 23 should result in good minimums. The design and publication of the IFR approaches are the responsibility of the Federal Aviation Administration and this work will probably not be completed for at least four months.

The Conrad H-Marker was installed as a cooperative effort between the Montana Aeronautics Division and the Pondera County Airport Board under the standard agreement of our H-Marker program. Local pilots report good range and reception of the H-Marker and we look forward to it being a valuable addition to navigation within the State of Montana.

A different transmitter has been installed at the Jordan H-Marker which has boosted its power output from 25 watts to 100 watts. As you may recall, this was one of the first facilities installed under the Montana Aeronautics Commission's H-Marker program and we have long felt that the remoteness of this area of our state makes the Jordan facility one of our most valuable enroute stations. This planned increase in the output power of JDN has been in the planning stages for quite some time awaiting the funds to accomplish it and we are pleased to be able to report that the project is now complete and that this facility, oper-

ating on an assigned frequency of 263 kHz is now emitting a full 100 watts. Those of you who fly frequently in this part of our state have probably noticed this increase already.

As a final comment, we had hoped to place into operation during this construction season new H-Markers to serve the Forsyth Airport and the Eureka Airport. However, our workload has caused us to reassess our time schedule and it appears now that a more realistic estimate is that these facilities will be in operation by spring or early summer of 1974.

\* \* \* \* \*

## FAA INSPECTOR'S CORNER



By H. W. Demmerly  
Accident Prevention Specialist  
RM-GADO-5

### SNOW, RAIN & FOG

Snow, rain and fog can reduce the inflight visibility to the point where it is impossible to maintain control of the aircraft without total reference to the flight instruments.

Of these three elements, a pilot may find that in light to moderate rain, he can still maintain enough forward visibility to control his airplane by outside visual reference. However, several other factors should be considered before a flight into this condition. Because of the precipitation, an accurate ceiling height is hard to determine and even if accurately reported, the ceiling will probably be quite variable. Many a pilot has found himself imbedded in a cloud deck immediately after takeoff. Also, a scud layer is usually associated with this type weather in the three to seven hundred foot level above the terrain. There is no assurance that even if the weather at the departure point is marginal VFR, that the conditions will not deteriorate and not allow a safe return to your departure point. The threat of embedded thunderstorms is always present and is certainly a factor to be considered.

Snow, however light, can greatly reduce visibility. This, combined with the swirling effect caused by wind can induce pilot vertigo. Be especially alert for rapidly deteriorating conditions and a complete loss of visual contact. A combination of snow-covered terrain, haze and falling snow can bring on "white out" conditions in a hurry. Flying in white out conditions has been described as flying around inside a milk bottle.

A fog condition is one to avoid! Fog is, in effect, a cloud lying on the ground. The act of "hedge-hopping" or trying to remain VFR under fog conditions is near suicidal. An attempt to climb through a fog layer to be on top could reveal other cloud layers and the unfortunate pilot could find himself sandwiched between cloud decks with no place to go. Or, he could find himself in solid cloud conditions extending to altitudes well above the service ceiling of the aircraft. Fog and clouds are a state of moisture so airframe icing is possible and must be considered. Unseen towers or terrain can bring an aircraft to an abrupt and unplanned halt when operating in fog conditions. Any time the temperature and dewpoint are within two degrees of each other, fog can form at an alarming rate.

Respect the limitations of both the aircraft and yourself. Remember—"Today is Yesterday's Reward for Safety!"

\* \* \* \* \*

A man rarely succeeds at anything unless he has fun doing it.

\* \* \* \* \*

## KEEP YOURSELF CURRENT

We have been reminded by an article in the Minnesota Flyer that right now is the time to start a new project to upgrade your flying proficiency. The summer rush is over, and the time to study and work on a new rating is just ahead. What better way to spend a quiet evening. Contact your local flight school, and make the necessary arrangements for ground and flight instruction. Get an instrument rating, or a multi engine, or a commercial, or just upgrade your flying ability. And—do it NOW!





**HOW MANY OF THESE OLD PLANES CAN YOU IDENTIFY? LET US HEAR FROM YOU.**

## **EXCUSE US, PLEASE**

Two issues ago as Randy Bowsher was leaving our organization and new personnel was taking over the publication of this newsletter, World War II gremlins seized the printing press and made several errors. We were unable to locate the culprits that were present, but do extend our apologies for errors of omission and commission and assure you we will be on guard to limit this sort of activity by these unlocated gremlins.

The teachers and students in the following high schools are due both a personal apology and the much-deserved recognition of Montana's aviation community. Please note that in addition to the schools listed in column 2 of Mike Schukert's July-August article, noteworthy aviation education programs of long standing are also offered at: Cut Bank High School, Flathead High School, Kalispell, Great Falls High School and Glasgow High School. To Messrs. Wasman, Foust, Steinebach and Irle, teachers of the respective aviation courses at the above-named schools, we can promise you that we are aware of your work and we want others to recognize it also.

\* \* \* \* \*

## **FEDERAL USE TAX ON CIVIL AIRCRAFT**

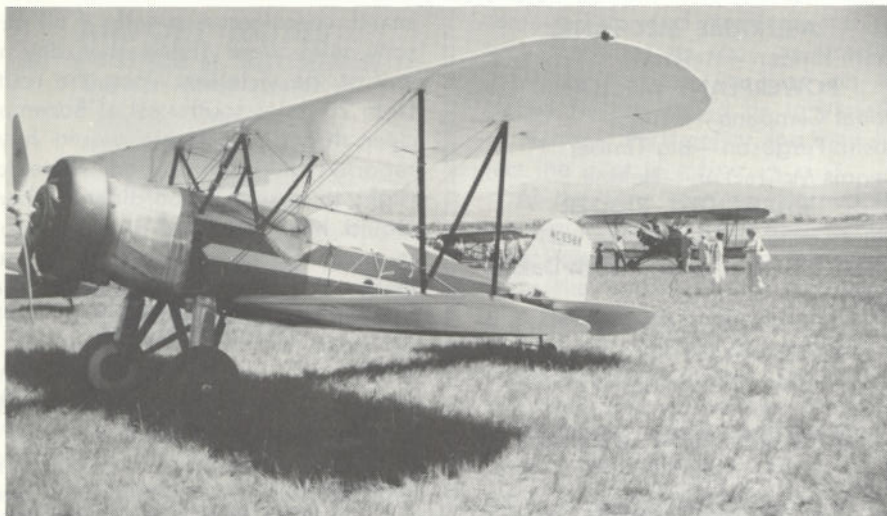
Aircraft owners will find answers to many of their questions on the federal use tax on civil aircraft in the 1973 edition of Internal Revenue Service Publication 582. The booklet, entitled "Federal Use Tax on Civil Aircraft," is available free from local IRS offices.

Using question-and-answer format, the publication covers frequently asked questions on taxes imposed by the Airport and Airway Revenue Act of 1970. Answered are questions such as what aircraft are taxable and who is liable for the tax.

Publication 582 also tells how to report the tax and pay it in installments. A sample filled-in Form 4638, Federal Use Tax Return on Civil Aircraft, is included as a guide.

(Ed. Note: Article first seen in Aero Magazine, Sept.-Oct., 1973).





**WATCH FUTURE EDITIONS FOR MORE PICTURES OF OLD AIRPLANES.**

## **"KEEP-'EM-HIGH" PROGRAM**

**By Robert L. Grasser  
Chief, Billings Tower**

A change in the dimensions of the descent areas for high performance aircraft has been made in the Billings area. The attached drawing depicts the areas you can expect descent clearances in, if you are operating an IFR high performance aircraft, or the areas to avoid if you are not participating in the program.

These revised procedures are intended to reduce, as much as possible, the exposure of high performance airplanes to uncontrolled aircraft. To the extent possible, inbound IFR high performance airplanes will be kept at 5,000 AGL or higher until a normal rate of descent can be started which terminates in a landing. This will normally involve maintaining 9,000 MSL until entering the descent areas depicted on the attached chart.

We hope that pilot cooperation will help us, in some measure, segregate turbojet airplanes from the uncontrolled aircraft. The procedure has been established for instrument approaches, but should work equally well for aircraft operating VFR. Normally the high performance airplanes will follow these prescribed flight paths and, if the uncontrolled aircraft avoid these areas as much as possible, exposure will be reduced. Reduction of exposure should improve safety, which is the primary concern of all of us. We solicit your cooperation in making these procedures work so that total effectiveness may be realized.

## **1974 REGISTRATION DUE SOON**

Effective January 1, 1974 your 1973 pilot registration card will be invalid. Registration cards will be sent to all pilots who have registered with the Aeronautics Division in 1973. Please complete, sign and return the cards with your one dollar registration fee. The law requires all pilots flying in Montana to register with the Division of Aeronautics before April 15 each year.

(Continued on Page 8)



## CONGRATULATIONS FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS



### FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

#### STUDENT

Cyril Thoene—Great Falls

#### PRIVATE

Larry Matthews—Malta  
Michael O'Brien—Conrad  
Bruce Kosena—Clancy  
James Crawford—Choteau  
Bayliss Cummings—Kalispell  
Vernon Howard—Libby  
Marlin Sander—Hamilton  
Esther Sandquist—Hamilton  
James Clavadetscher—Great Falls  
Michael Greene—Butte  
Gregory Walsh—Kalispell  
Douglas Demarest—Whitlash  
Istvan Szakacs—Calgary, Alberta  
(Special Purpose)  
Sheilah Crawford—Choteau  
William Bowie—Missoula  
Robert Lee—Fairfield

#### COMMERCIAL

John Lien—Bozeman  
Eldon Lipp—Hingham  
Charles Koehler—Sante Fe, N.M.  
(AMEL)

David Sandoz—Sisters, Oregon  
Gary Wicks—Helena  
Frederick Sheehan—Great Falls  
(AMEL)

Michael Moffit—Findlay, Ohio  
(AMEL, Instrument, Mil. Comp.)  
John McAfee—Valparaiso, Indiana  
(AMEL, Instrument, Mil. Comp.)

#### INSTRUMENT

James O'Donnell—Voorheesville,  
New York  
Alfred Mood—Missoula  
David Healow—Billings  
Larry Smith—Whitefish  
Duane Barr—Missoula

#### FLIGHT INSTRUCTOR

Harold Stevens—Libby (Airplane)  
Terry Phillips—Bonner (Airplane)

#### AIRFRAME MECHANIC

Keith Kinden—Helena

#### POWERPLANT MECHANIC

Donal Campana—Butte  
Justin Ferguson—Big Timber  
Dennis McCracken—Helena

#### PARACHUTE RIGGER

Dave Custer—Missoula (Senior)  
James Veitch—Lisbon, North Dakota  
(Senior)

Raymond Kinney—Missoula (Senior)

#### ROTORCRAFT-HELICOPTER

Jerry Olson—Columbia Falls

\* \* \* \* \*

### SEARCH AND RESCUE

By JACK WILSON



On October 23, 1972, Cessna 182, 9918 Bravo with Pete Marker and Ken Perry aboard became overdue on a flight from Ogden, Utah, to Havre, Montana. The last communication with the pilots of this aircraft was about 4:30 in the afternoon and they reported 20 miles southwest of Bozeman, Montana, Flight Service Station. This aircraft did not reach its destination and an extensive search was started the following morning for the aircraft.

The search coordinators asked through newspapers and radio and all other news media for any information from anyone concerning sightings of aircraft or hearing of aircraft at any time close to the time this aircraft became overdue. There were several reports of sightings of aircraft and hearing the sounds of aircraft around Three Forks, down the Missouri River toward Helena, in the vicinity of Maudlow and 16-Mile and over the Shields Valley. After the aircraft was found in the summer of 1973 by Mr. Dave Stradley of the Gallatin Flying Service in Bozeman, it became obvious that all of these aircraft soundings and sightings were not the aircraft that was missing.

It would certainly have helped the

search coordinators greatly if all persons who were flying that day in any of the vicinities along the route from 20 miles southwest of Bozeman clear through to Havre would have reported their time and route of flight to a search coordinator, there would have been no wasted effort in most of the cases checking out leads. It now becomes obvious that this aircraft was more than likely 30 miles or more southwest as it was discovered on the side of Mt. Anthony which is approximately 30 miles southwest of Bozeman.

If you learn that a search is in progress for an aircraft and you may have flown the route or have been in the vicinity at any time close to the time that the aircraft was overdue, it would certainly assist all search coordinators if you would notify them or someone at the Flight Service Station of your route of flight and time.

Please assist search efforts here in Montana by doing this in the future if at all possible.

## CALENDAR OF AVIATION EVENTS



### CALENDAR

**November 9-11**—National Pilots Association, Holiday Fly-In, Disney World, Florida.

**November 27-30**—National Aviation Trades Association Annual Meeting, Convention and Trade Show, Bal Harbor, Florida.

**December 5-8**—National Agriculture Aviation Association 7th Annual Conference, Diplomat Hotel, Hollywood, Florida.

**December 11-13**—Ninth Annual FAA International Aviation Maintenance Symposium, Shoreham Hotel, Washington, D. C.

**January 13-16, 1974**—Helicopter Association of America Annual Meeting, Convention and Industrial Showcase, San Diego, California.

**January 25-26, 1974**—Golden Sentinel Safety Seminar, Billings,



## AIRPORT NOTES

By **WORTHIE M. RAUSCHER**  
Deputy Administrator



**Yellowstone Airport**—The Yellowstone Airport was closed on 1 October 1973 for the season. All air carrier and general aviation services and the navigation radio have ceased operation until 1 June 1974.

The runway will remain open for use until blocked by ice and snow. We do not provide runway lighting or snow removal during the winter months. The pay phone in front of the terminal building will remain operational all winter.

**Livingston Airport**—The Livingston Airport Board reports that their construction project lengthening runway 4/22 to 5700 feet, installing medium intensity lights and a VASI system on runway 22 is now complete. The airport area north of runway 4/22 is still available for any-direction landings, however, the boundary lights defining the limits of this area are not operational.

**Ashland Airport**—Rosebud County had recently agreed to provide the maintenance on the Ashland Airport which is owned by St. Labre's Mission. It has been reported that a local project had added a gravel base course to the runway and a "dust coat" surface. A new parking area is presently being developed.

**Polebridge and Meadow Creek Airports**—The Polebridge Airport constructed under the Aeronautics Division's General Aviation Utility Airports Program is closed. This airport was constructed on the McFarland property under a ten-year lease agreement. The McFarland property was incorporated into Glacier National Park through condemnation proceedings causing the airport to close at the termination of the ten-year lease. The State of Montana will

remove the wind standard and runway markings as soon as practical, in the meantime, to land on this closed facility would be in violation of National Park policy and may subject the pilot to a fine.

At the time that we learned that we would no longer be able to maintain Polebridge as a public-use facility the Forest Service notified us that because of financial straits they were being forced to abandon the Meadow Creek Airport. The State of Montana was given the alternative of assuming ownership, through a Special Use Permit, or losing the airport. It is our goal to maintain as many emergency recreational airports as possible, however, our financial restraints caused us to hesitate to assume ownership of Meadow Creek. We posed this problem to the Montana Pilot's Association who graciously agreed to assist in the maintenance of the airport. The Montana Pilot's Association then approached the Montana Wing of the Civil Air Patrol to provide manpower for a continuing maintenance program.

The present plans are that the State of Montana, Division of Aeronautics, will obtain a Special Use Permit from the United States Forest Service to operate the Meadow Creek Airport as a public-use, emergency, recreational facility for a 20-year period. The Montana Pilot's Association and the Montana Wing of the Civil Air Patrol will, under the supervision of the Division of Aeronautics, restore the facility to a safe and usable condition and then conduct annual maintenance and improvement projects as required. The Division of Aeronautics is extremely pleased that through this cooperative effort this airport will remain open.

**Helena Airport**—Notification has been received from the Federal Aviation Administration that \$135,300 has been allocated under the terms of the Airport and Airway Development Act of 1970, as amended, making it possible for the Helena Airport to acquire two new 1,000 gallon airport fire fighting vehicles.

**Dawson Community Airport**—Also allocated under this act was \$13,564

for Dawson Community Airport, Glendive, to acquire an Index A airport fire fighting and rescue vehicle.



## NEW POSITION IN HELENA FAA OFFICE

For the first time there is a General Aviation Avionics Inspector in the Helena GADO. The position was transferred from Billings to Helena where it is being filled by Richard J. Blaesius, a Navy veteran, who attended the Milwaukee School of Engineering, and has three years' experience in aviation electronics. He spent brief periods with AC electronics and Philco in test equipment and instrumentation development and heavy ground radar siting and installation. He joined the Bendix Corporation in 1951 and served in various capacities involving military radar for three years, transferring to commercial avionics products group in 1954. He served in several positions involving avionics service to general aviation and air carriers and was promoted to regional service manager in 1965. Mr. Blaesius joined the FAA in 1970 as General Aviation Electronics Inspector at Milwaukee, Wisconsin. He was transferred to Helena in June of this year.

\* \* \* \* \*

## ILLNESS STRIKES

We were sorry to hear of the illness of Grayson Cordell, Meteorologist in Charge, National Oceanic and Atmospheric Association, Helena. Mr. Cordell had a serious heart attack October 10, and at last reports was making satisfactory progress but was still not allowed to have visitors. We extend our heartiest wishes for a speedy recovery.



## Letters to the Editor

Mr. William E. Hunt, Administrator  
Division of Aeronautics  
Helena, Montana  
Dear Mr. Hunt:

It is our understanding that a publication from your office will reach all persons who contributed in any way to the search for the aircraft in which our son, Peter, was lost last October, and its subsequent discovery in late July of this year.

Mrs. Marker and I want to express our thanks and gratitude to all of these people for their time and efforts. We truly wish that some more tangible evidence could be contributed by us, but we are informed that that is not possible.

It must be that the pioneer spirit still pervades the people of Montana and that it shines through to others in times of stress and need.

Most sincerely,  
/s/Darrell Marker



## TOWER OPERATIONS

### AUGUST 1973

	Total Operations	Instrument Operations
Billings .....	10,953	2,351
Great Falls .....	8,973	1,867
Missoula .....	9,766	909
Helena .....	5,204	524

### SEPTEMBER 1973

Billings .....	9,032	2,265
Great Falls .....	7,938	1,780
Missoula .....	6,367	755
Helena .....	4,079	543

(Continued from Page 5)

Aircraft owners are required by Montana law to register their aircraft with the Division of Aeronautics. Forms for 1974 registration will be forwarded to all who have previously registered with the Division. If you have recently purchased an aircraft, write the Division of Aeronautics, P. O. Box 1698, Helena, Montana 59601 for an aircraft registration form. If you have sold an aircraft write the Division for a transfer form so that the plane will no longer be carried under your name.

\* \* \* \* \*

March 31, 1931 Knute Rockne, famous football coach of Notre Dame University, was killed in an airplane crash near Bozar, Kansas.

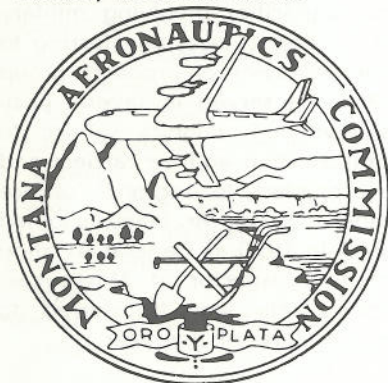
### MEMBER

### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601



OCTOBER, 1973

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